

CLASSIFICATION

SECURITY INFORMATION

COUNTRY: Germany (Soviet Zone)

REPORT

TOPIC: Schoenefeld Airfield

EVALUATION: [REDACTED] PLACE OBTAINED: [REDACTED] 50X1-HUM

DATE OF CONTENT: [REDACTED]

DATE OBTAINED: [REDACTED] DATE PREPARED: 10 June 1952

REFERENCE: 3 [REDACTED]

PAGES: 3 ENCLOSURES (NO. & TYPE): 1 - a sketch on ditto

REMARKS: [REDACTED]

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1. Between 23 January and 12 May 1952, Schoenefeld airfield was occupied by an average of 8 to 10 Li-2s. These planes repeatedly practiced flying in formation. They were often observed taking off between 4 and 4:30 a.m. and returning in the afternoon. On 3 May, no aircraft were observed in, or in front of, hangars 15. (1) All the military aircraft at the field were parked on concrete hardstand No 35 and next to the runway. An Li-2 which was observed had a red rudder assembly and red undersides of wings. [REDACTED] night flying was practiced by Li-2s in the vicinity of the field. The runway lights were turned on, and a radio truck was at the take-off point. During the landings, the Li-2s used the landing lights in their wings. 50X1-HUM
2. About 1:30 p.m. on 22 April, an IL-12 with green-white-red colors of the Hungarian national emblem on its rudder assembly landed at the field. [REDACTED] this plane did not fly on schedule but only on call. The plane was observed at the field only three times in April. 50X1-HUM
3. The pilots of the military unit were quartered in the northern section of building No 55 and had their meals in building No 44. The central radio station in the former Hedwigshoeke Hospital at 37 Bunzelstrasse, Bohnsdorf, was under remote control from the southern section of the field. It was guarded by two sentries who were relieved by other sentries arriving in motor vehicle M 31-27 from the field. The personnel of the Soviet kitchen in building No 16, which was previously located in building No 13, cooked for 46 soldiers of the guard unit and 20 Soviet civilians. The personnel of the kitchen for the German employees, which was transferred from building No 16 to building No 20, cooked for only 45 persons; a total of 98 Germans were employed at the field in early January 1952. On 6 February 1952, all German women who were employed in Soviet houses were dismissed and the Russians had to send their children to Soviet kindergartens. On 1 April, the special construction bureau at the field was deactivated. Construction superintendent Schnieper (fnu) was transferred with some workers to Tuensdorf for reconditioning work. On 15 April, the guard detail consisting of 1 officer and 30 EM moved from Gasthaus Kuehn in Schoenefeld into the vacated rooms of the special construction bureau in building No 55. Trucks [REDACTED] were assigned to the guard detail. On the evening of 4 May, a meeting of Russian civilians was held at the field at which 45 men and 28 women were counted. 50X1-HUM

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4. On the anniversary of Lenin's death, there was a celebration by Russian civilians at the field. This celebration was attended by 24 men and 27 women in addition to Major Volski (fnu), political officer; Colonel Kulevstov (fnu), airfield commandant; Lieutenant Colonel Kolkof (fnu), personnel officer; Zindelev (fnu), chief of the special construction bureau; Zikov (fnu), chief of the electric workshop; Zifelef (fnu), deputy chief of the electric workshop; Kolczof (fnu), chief of the technical personnel; Major Kashchmarin (fnu), chief bookkeeper; Captain Lavanof (fnu), in charge of the motion picture theater; Lushchenko (fnu), chief of the motor vehicle section; and a Russian woman who was employed at the radio beacon. In March, flight manager Varantsova (fnu) and his wife, who was employed as an interpreter at the field, returned to the U.S.S.R. (2)

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5. On 21 December 1951, Captain Lavanof drove in sedan [] to Berlin to make purchases there. Then he went to the restricted area in Karlshorst and subsequently to Gruenau. A Soviet warehouse primarily for air force officers was located at No 75 Gruenauerstrasse between Kopenick and Gruenau. Into this building, Lavanof took some of the mail he had picked up in Karlshorst and, when leaving the building, he carried some papers for the field. On 26 February, a Russian civilian driving sedan [] brought mail to the clubhouse. [] Some of the letters were picked up later by a soldier who wore black-bordered red epauletts. On 17 March, Lavanof again went to Karlshorst. Subsequently, he picked up mail in the gymnasium of a former school at 37 Gruenauerstrasse, [].

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7. On 26 April, there was a motion picture performance at the field, which showed how a Russian developed and constructed the conventional plane. Then various models of conventional and jet aircraft were shown.
8. The commandant of the airfield gave a bonus to the voluntary fire brigade from Schenefeld which, on 13 January 1952, had successfully prevented a fire from spreading at the field. On this occasion it was again noted that no fire brigade was stationed at the field.
9. So far it has not been determined that German civilians were employed by Soviet civilian airlines. Germans at the field were only employed for miscellaneous work such as cleaning of aircraft, transportation of baggage and customs duties.

(5)

10. The pumping station in house No 36, a brick building 8 x 6 x about 4 meters, operated the drainage system and supplied power for the installation. It was equipped with two centrifugal pumps with a suction capacity of 250,000 liters per hour and 150,000 liters per hour respectively. These pumps were put into operation through a mercury switch by means of a water pressure device. Centrifugal pump No 3 was put in operation as soon as the water reached the 4-meter level. It was turned off at a water level of 1.8 meters. At a water level of 6 meters, centrifugal pump No 2 started operating. An auxiliary switch went in operation when the mercury switch failed. A 600-HP Diesel engine was kept in reserve. The drainage water of all building and the northern section of the field as well as the old 1-km runway were collected in a drainage pit 12 meters deep near the pumping station. The runway which had been built by the Russians was drained into the ponds east of the field. The transformer station in the pumping house contains the main transformer which received its power through a high tension line coming from the direction of Tassmannsdorf and Kouthen. Cables led from transformer house to the transformer stations in buildings 48 and 18. (5) The following trucks were observed at the field: [] which carried German workers to and from the field; []

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Comments.

- (1) [redacted]
- (2) Except for Zindelev, Zifelef and Lushchenko, all the names and ranks were previously reported [redacted] 50X1-HUM
- (3) [redacted]
- (4) [redacted]
- (5) Paragraphs 1 through 9 contain new details on activities at Schoenefeld airfield observed after January 1952. These observations essentially agree with previous information. Half of the field is used as a landing field by Soviet commercial planes and aircraft of satellite airlines; the other half is used by a military air transport unit which is probably exclusively charged with military air transportation between the Soviet Zone of Germany and the U.S.S.R. [redacted] 50X1-HUM
- [redacted] this unit is connected with the headquarters of the Twenty-Fourth Air Army, it is believed that this military unit is directly subordinate to the GOCG. 50X1-HUM
- (6) [redacted] For layout of the pumping station, see Annex I. The information clearly shows that this pumping station is not connected with the pumping station near the fuel dump [redacted] 50X1-HUM
- [redacted]
- [redacted]

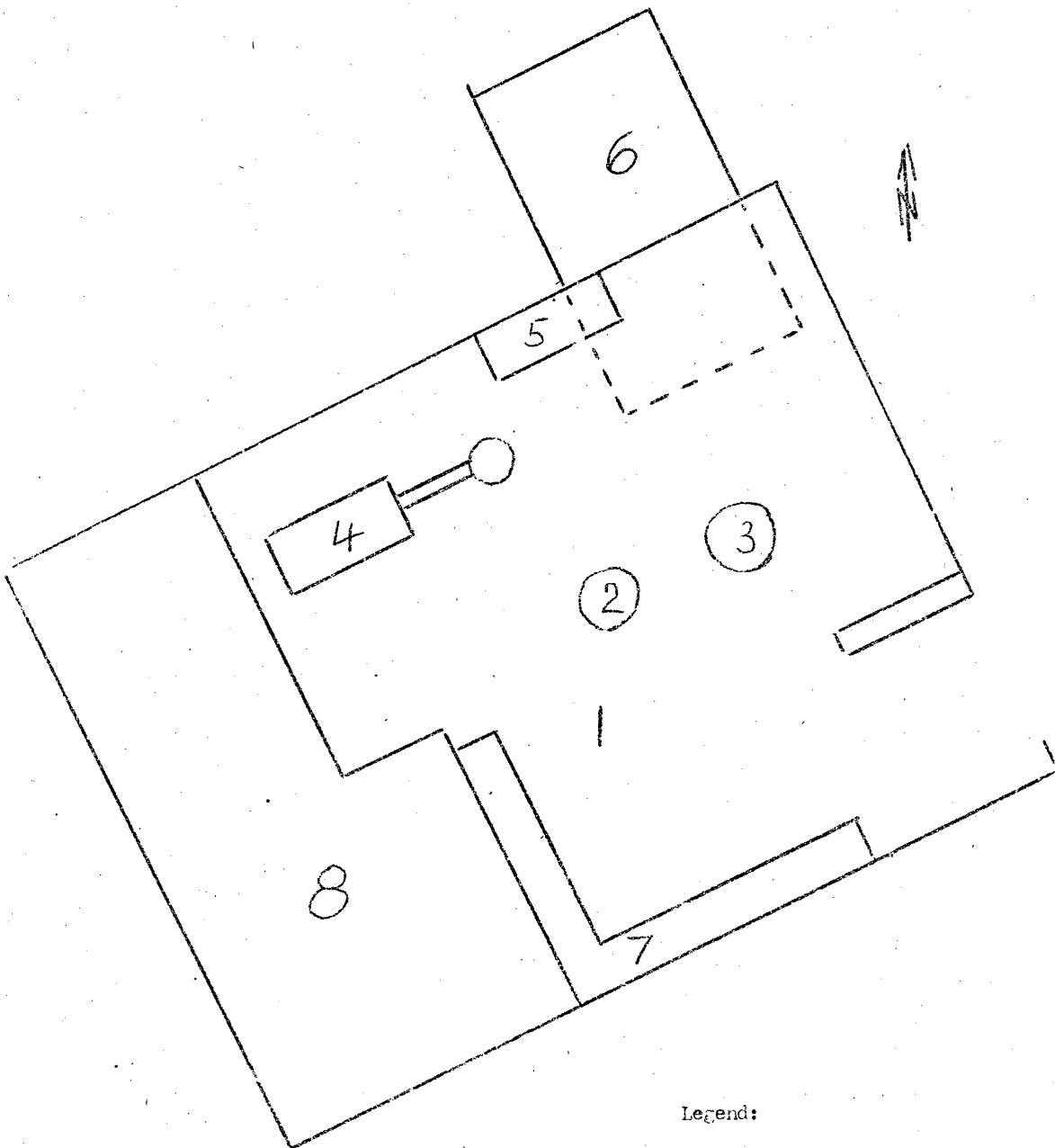
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Annex 1

Pumping Station at Schoenefeld Airfield



Legend:

- 1 Pumping station
- 2 Centrifugal pump
- 3 Centrifugal pump
- 4 Diesel engine (emergency generator)
- 5 Water pressure control switch
- 6 Drainage pit
- 7 Distributor boxes for power supply
- 8 Main transformer

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